

The Hongkong Telegraph

ESTABLISHED 1881

THE UNITED ASBESTOS
ORIENTAL AGENCY
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON
DODDIE & CO., LIMITED
Agents, Agents

NEW SERIES No. 1242. 日四十月五年五十二緒光

WEDNESDAY, JUNE 21, 1899.

三拜福 號一十月六英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

SUBSCRIBED CAPITAL..... Yen 12,000,000
PAID-UP CAPITAL..... 10,500,000
RESERVE FUND..... 7,300,000

Head Office—YOKOHAMA

Branches and Agencies—
KOBÉ—NEW YORK.
LONDON—LYONS.
SAN FRANCISCO—HONOLULU.
BOMBAY—SHANGHAI.

LONDON BANKERS—
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "
" 3 " 3 "
S. CHOI,
Agent.

Hongkong, 7th April, 1899. [382]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital..... £1,000,000
Paid up Capital..... £34,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chad Kit Shan, Esq.
Chow Tung Shang, Esq.—Kwan Hoi Chuen, Esq.
D. Gillies, Esq.—J. T. Lauts, Esq.

Chief Manager—

GEO. W. F. PLAYFAIR.

Interest for 12 months, Fixed..... 5 %
Hongkong, 20th May, 1899. [383]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP..... £800,000
RESERVE LIABILITY OF SHAREHOLDERS..... £800,000
RESERVE FUND..... £500,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM, ON THE DAILY BALANCES.

On Fixed Deposits for 12 months..... 4 per cent.

6 " 3 " 3 "
" 3 " 2 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1899. [384]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND..... \$10,000,000

RESERVE LIABILITY OF PROPRIETORS..... \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.

A. Haupt, Esq.—A. J. Raymond, Esq.
R. H. Hill, Esq.—P. Sachse, Esq.
The Hon. J. J. Keswick—E. Shellin, Esq.

A. McComie, Esq.—R. Shewell, Esq.

Chief Manager—

Hongkong—Sir THOMAS JACKSON.

MANAGER—

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 3½ per cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 6th June, 1899. [385]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1899. [386]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL..... 5,000,000
PAID-UP CAPITAL..... 3,500,000

Head Office—SHANGHAI.

Branches and Agencies—

CANTON—HANKOW.
CHEFOO—PEKING.
CHINKIANG—SWATOW.
FOOCHOW—TIENSIN.

HONGKONG BRANCH—
Advances made on approved securities,
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
2% per Annum. Fixed Deposits for 3 months.

5% " 6 " 12 "

F. W. RUTTER,
Chief Manager.

Hongkong, 15th October, 1898. [387]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

[102]

FOR STEAMERS CAPTAINS TO SAIL REMARKS:
SHANGHAI ... Ballharrow, C. L. W. Field About 23rd June ... Freight or Passage.
LONDON, &c., ... Yubid ... G. C. Henning, R.N.R. ... Noon, 24th June ... Freight or Passage.
JAPAN Rosetta* ... C. C. Talbot 4 P.M., 24th June ... Freight or Passage.
JAPAN, &c., ... Manita* ... R. L. Haddock, R.N.R. ... About 30th June ... Freight or Passage.
LONDON ... Japan ... G. K. Wright, R.N.R. ... About 6th July ... Freight or Passage.
* (Passing through the Island Sea). [See Special Advertisement].

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 21st June, 1899.

[15]

BRANDIES.

Jules Cordon "Champagne Cognac,"
Specially Selected "One Star."
Specially Selected "Two Star."
Specially Selected "Three Star."
Hennessy's Fine Old Brandy.
"B.B." Very Choice Liqueur.
Very Choice Pale Liqueur, 1870. (E.G.)
Very Old Pale Liqueur, 1858 (E.G.)

Also common Brandies for cooking purposes. We would draw attention to our specially selected Brandies; they are all the finest produce and being purchased in bulk direct from the growers, we are able to give exceptional value.

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.

15, Queen's Road.

Hongkong, 20th June, 1899.

On Monthly Terms from 1st May, 1899.

BOARD RESIDENCE

HONGKONG HOTEL

CLUB WHISKY IS THE BEST.

\$12.00 PER DOZEN.

H. PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 19th May, 1899.

[20]

THE
CLUB HOTEL,
LIMITED.

No. 5, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL, Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail-Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897.

[36]

Ex. S.S. "NUNA."

Latest Novelties in trimmed and untrimmed HATS and BONNETS.
A Choice Selection of GUEDRENS' White, Washing
BONNETS and HATS.

FURNISHING DEPARTMENT—New Oil Cloths & Linoleums, &c., &c.

N.B.—An early Inspection Solicited.

W. POWELL & CO.,

Immediately Opposite POST OFFICE

1ST FLOOR.

Hongkong, 2nd June, 1899.

[27]

Intimations.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

FOR THE

UNITED ASBESTOS CO., LTD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT, THOS. SKINNER.

DOIWELL & CO., LIMITED, General Agents.

HONGKONG, 21st June, 1899.

[28]

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GARDEN, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North-East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.

Hongkong, 4th January, 1899.

[28]

HOTEL ORIENTE, MANILA.

THE HOTEL ORIENTE is situated at VICTORIA GARDEN, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North-East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.

Hongkong, 4th January, 1899.

[28]

ACCIDENTAL DEATHS WOULD NOT HAPPEN

IF YOU USE

ESSET'S FLUID,
THE STRONGEST KNOWN

DISINFECTANT.

WATKINS & CO., 66, QUEEN'S ROAD CENTRAL.

Hongkong, 12th June, 1899.

[14]

To-day's
Advertisements.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection) lately occupied by the Bowrington Saw Mills.
GROUND FLOOR, 52, PEEL STREET, OFFICES.—1st floor, No. 10, PRAVA CENTRAL (Lately occupied by Messrs. MELCHERS & CO.)
GODOWN, No. 74, PRAVA CENTRAL. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 21st June, 1899. [11]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"HAICHING." Captain Hodgins will be despatched for the above Ports, TO-MORROW, the 22nd instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO., General Managers.
Hongkong, 21st June, 1899. [187a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANPOO.
THE Company's Chartered Steamship.

"NANYANG." Captain Lehmann will be despatched for the above Ports, on FRIDAY, the 23rd instant, at Daylight, instead of as previously advertised. For Freight or Passage, apply to

DOUGLAS LAPRAK & CO., General Managers.
Hongkong, 21st June, 1899. [181a]

FOR NEW YORK via SUEZ CANAL.
THE British Steamship.

"MACIJUFF," will be despatched for the above port on or the 26th instant.

STEAMERS.—About 1899.
"AFRIDI" About 4th July.
"MOGUL" End July.
"BRAEMAR" Early Aug.
"SIKH" Middle Aug.
"ARGYLL" At intervals of 2 weeks.
"JOHN SANDERSON" At intervals of 2 weeks.
"AFGHANISTAN" For Freight, apply to

DODWELL & CO., LIMITED.
Agents.
Hongkong, 21st June, 1899. [150a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, via SUEZ CANAL.
THE Steamship.

"INDRAPURA," Captain A. Norsell will be despatched as above on or about the 7th July.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.
Hongkong, 21st June, 1899. [686a]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENVORLICH," FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 29th instant will be subject to rent.

All claims against the steamer must be presented to the under-signer on or before the 5th July, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No fire insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.
Hongkong, 21st June, 1899. [819a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO' LONDON AND STRAITS.

THE Steamship.

"GLENARTENEY," having arrived from the above ports, consignees of cargo by her, are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, at Kowloon, where each consignment will be sorted out mark by mark and delivery may be obtained as soon as the goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before NOON, TO-MORROW.

Goods not cleared by the 27th instant will be subject to rent.

No fire insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.
Hongkong, 21st June, 1899. [182a]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

"SS. BRAEMAR" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th instant will be subject to rent.

All claims against the steamer must be presented to the under-signer on or before the 27th instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No fire insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED.
Agents.
Hongkong, 21st June, 1899. [170a]

Intimation.

TO THE HON. W. M. GOODWIN, Acting Chief Justice.

Before the Hon. W. M. GOODWIN, Acting Chief Justice.

On the 21st June, 1899.

At the instance of the Hon. W. M. GOODWIN, Acting Chief Justice.

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BANK-NOTE FORGERS AND COINERS.

At the Mixed Court at Shanghai on the 16th June, before the magistrate, Mr. Wang and the British assessor, Mr. Mayers, three Ningpo men were charged with being concerned with others not in custody in forging a number of \$1 bank notes, the facsimile of the Imperial Bank of China notes, thereby defrauding the Bank, and the public, also with being in the possession of machinery, and plant for their manufacture. Deputy Captain Superintendent Mackenzie prosecuted on behalf of the police, Mr. A. W. Maitland, acting Chief Manager of the Imperial Bank of China, stated that on the 10th instant two notes were handed into the Bank which were forged. He communicated with Detective Inspector Armstrong. On the 11th instant four more of the forged notes were presented at the Bank, and the men were subsequently arrested. Detective Inspector Armstrong said he arrested the prisoners on the 12th. For some time he had had his eye on the chief prisoner's movements and noticed that he was continually changing his abode, and upon examination of each of the vacated places he had always discovered traces of burnt parchment and occasionally marks of red and brown paint. On the 14th instant he arrested this prisoner in the Amoy Road, and in taking him to the station prison tried to give a purse to another man, who was at once arrested. The purse was afterwards found to contain a forged facsimile of the \$5 notes in question. The first-named prisoner gave information at the police station as to the whereabouts of an accomplice, and he (Armstrong) and Detective Gilligan, upon searching the accomplice's premises in Seward Road, found in some bedding the wooden stamp used for stamping the Bank Manager's name on the notes, also about 50 of the notes hidden in the rob of the garret. He arrested the occupant, 118 notes ready for circulation and 200 in different stages of production were shown to the Court, as was also the machinery. Four of the notes are still in circulation. After examination of the prisoners by the Magistrate, the prisoner to whom the purse had been passed was discharged for want of sufficient proof of complicity. The other two admitted their guilt and were each sentenced to 10 years imprisonment.

The Assessor highly complimented Detective Inspector Armstrong and Detective J. Gilligan upon the excellent manner in which they had effected the arrest, and requested Deputy Captain Superintendent Mackenzie to bring the fact to the notice of Captain Pattison.

Three Ningpo men and a Ningpo woman were charged with others not in custody, with coming a number of \$1 and 20-cent pieces and putting same in circulation, thereby defrauding the public, also with being in possession of dies for the purpose of manufacturing the said coins. The discovery of these "smashers" was made by Constable Lynch, who while in the performance of the special duty of tax collecting, called at No. 370, Broadway on the 14th inst., and failing to obtain admission, forced the door open and there found a quantity of coins on the floor and the dies for their production. The woman and one of the men were discharged for want of evidence against them but the other two were each sentenced to five years' imprisonment.—*N. C. Daily News*.

YOKOHAMA LETTER.

[FROM OUR OWN CORRESPONDENT.]

YOKOHAMA, June 5th, 1899.

The progress of time has wrought a change in boys' ambition, and their one idea now appears to tend toward killing and shooting at passing trains, and sometimes trying to wreck them. This predilection is apparent both in Japan and in England. These youngsters have on several occasions, quite recently, stoned passing trains at Kanagawa, Kodenji, Oiso and other places along the Tokaido railway, and I had hoped that when the police caught them exemplary sentences would be meted out to the young ruffians. Near, however, that a few days ago, some of them were caught in the act by the police, but were released with a reprimand. On the 30th ult. a boy ten years of age was caught stoning a train between Kanagawa and Tsurumi; but before being arrested he succeeded in breaking one of the carriage windows. He is to be sent to a Penitentiary.

A COLLAPSED FILIBUSTERING EXPEDITION.

CONSUL WILDMAN DESERVES CREDIT FOR WATCHFULNESS.

Despite the numerous failures of the enterprising members of the Filibuster Junta to equip and dispatch expeditions to the islands under various guises, yet they do not learn to do better, and most of their manoeuvres are engineered in so clumsy a manner that they result in failure.

The most recent attempt to open communication with the insurgents under the guise of a bona fide mining expedition was made about three weeks ago and has hitherto, for diplomatic reasons, not reached the general public.

On the arrival of Captain John T. Wilbrough, mining expert on the look-out for any opening, several very genial people sought his acquaintance, one of them had been in West Australia and readily insinuated himself into his confidence. Maps of Luzon were produced, now in the hands of Consul Wildman, who had his eyes on the outfit from the beginning. It was proposed to the Captain that he should launch, he chartered the *King Ome*, owned by Takemoto, an almond-eyed Mongolian who, whether engaged in trading or in mercantile pursuits, always keeps his weather-eye open for the main chance. Necessary mining tools were to be procured, provisions and all other expenses to be defrayed by them and the possible profits to be divided in equal shares, the party to consist of four. A quartermaster of the steamship *Orville*, named G. A. Short, was induced to leave his ship in order to navigate the launch, allured by promises of immediate and future golden showers.

The Captain, although not a visionary, deemed the prospect of locating a rich reef of gold so probable that he was ready to accept the offer. However, proceedings were delayed, becoming tired of the "manana" business he demanded an immediate start. Then the came out of the box. He was requested to visit the Hongkong agent of the Junta, St. Apacible. On refusal, he was told that a few passengers had been taken along as a guarantee for future safe-kept landing near Benguet. Benguet is an inland province of North Luzon, the nearest to San Fernando, in the province of Union, just north of Dagupan. Mr. Wilbrough, a Congregationalist, having been used as a tool by a set of chumps to act against a country in which he had spent many happy years, and made many friends, lost his temper so sorely tried to go to Iloilo. Regarding the matter to Consul Wildman, he was most genially treated and informed that the Government was cognizant of the contemplated "manana" expedition, and knew it to be in reality a filibuster, and that the launch would be impounded. The Consul, however, had no objection to the launch being used for a fishing expedition, which he had no objection to, and the "manana" party, which had been taken along as a guarantee of correspondence, were turned adrift.

Perhaps it would interest my readers to know the number of foreign residents in Yokohama. According to the *Official Gazette* there were 5,100 foreigners in Yokohama at the end of 1898 occupying 4,120 dwellings. Of this number 3,387 were British, 820 Americans, 120 Aussies, 100 Aussies, 100 Germans, 220 French, 100 Dutch, 100

RECOMMENDED TO OUR LEGISLATIVE COUNCIL.

54 Swiss, 40 Portuguese, 31 Danes, 22 Spaniards, 7 Belgians, 31 Hawaiians and 39 Canadians. The male members of the population numbered 8,311.

One hears an amusing story every now and then of the officious Japanese being "done" by a foreigner. A foreign cyclist left the other day in passing through Japanese town, knocked down a native woman and very slightly injured her. Of course, a crowd quickly gathered round, and equally of course, a policeman put in an appearance. The latter, after hearing what both sides had to say, produced his note-book and politely requested the cyclist to inscribe his name and address thereon; the cyclist readily complied by inserting some hieroglyphics in the note-book, and the guardian of the peace was perfectly satisfied. He and the foreigner politely wished each other good-day, and the policeman informed the woman that she could rest satisfied, her case would be attended to in due course. He then told the crowd to disperse, which they did—and so did the foreigner.

When he returned to the Police Station this astute constable reported the affair to his superiors, and produced the note-book with what he thought was the foreigner's name and address; but, alas for his self-satisfaction, that inscription has been all round the police department, and no suggestion can be offered by anyone as to what it means. This proceeding shows the absurdity of a policeman interfering in such trivial matters. The Japanese town is so crowded, and the natives are so extremely careless in their movements, that it is not at all surprising, one of them is occasionally knocked down by a cyclist; but had the policeman let matters alone in the case I have detailed the foreigner would, without doubt, have paid the woman ample compensation for the slight injury she received, and thus the matter would have been settled to the satisfaction of all parties concerned. But no, the ordinary Japanese policeman must interfere when he is not required, and when he ought to interfere he takes no notice.

For instance, there was a case in Osaka a few days ago, where Mr. and Mrs. Bardsen, with M. and Mme. Wasilief, got into trouble with their jinrikishimen. They paid off one coolie because he was intoxicated, and he immediately began to abuse Mr. Bardsen, who, being greatly provoked, struck him a slight blow. A police man, who had been looking on unconcernedly until this occurred, then interfered and demanded Mr. Bardsen's name and address, but declined to take steps to bring the coolies to punishment. When Mr. Bardsen asked him what was the legal fare, this capable officer said, "There was no tariff for foreigners; who ought to arrange what they should pay beforehand." This strikes one as rather curious, for it would not be of much use trying to enforce a prior contract upon a drunken and abusive coolie.

It appears that the vernacular papers from which I obtained the information contained in my last letter were somewhat in error in some of their details of the recluses of the Li Trappe sect who are established opposite Hakodate. The Bishop of Hakodate has written a letter correcting the mis-statements. "The age of the nuns, it would seem, was given below the proper figure, while the number of the charming recluses was exaggerated. There are only eight (and not twenty) sisters, the youngest of whom is twenty-nine years of age, and they have only been settled in the locality since the 30th April, 1898. The Bishop says: "The two Japanese candidates who have just presented themselves to the community will be twenty-eight and twenty-three respectively by the time the rules authorise them to make their demand for admission to 'monastic life.' The admission of the latter will bring the minimum age down by a few years, but this statement shatters most of the romance of the thing: We can no longer shut our eyes and indulge in pleasant reflections of beautiful maidens from fifteen to eighteen. Well, life is full of disappointment."

A HINT FOR OUR CHINESE GAMBLERS.

Captain Thomson of the steamer *Henvorlich*, from Singapore, reports:—Fine weather throughout.

Captain Moore, of the steamer *Chingtu*, from Foochow, reports:—Light airs, fine and clear.

Captain Calder, of the steamer *Mongkul*, from Newchow and Chefoo, reports:—From Chefoo to Turnabout, strong S.W. wind and rain; thence to port moderate S.W. wind and smooth sea.

Captain Jamison, of the steamer *Chi Yuen*, from Shanghai, reports:—Leaving Shanghai had moderate to fresh S.W. monsoon with dull, hazy, overcast weather with big sea and dark, heavy, driving seas from the westward, to Turnabout; thence to port, light S.W. monsoon and smooth sea.

Captain Hodding, of the steamer *Hatching*, from Tamsui via Coast Ports, reports:—Moderate to fresh, southerly and westerly winds throughout with clear weather. Steamers in.

Captain Sabine-Rickmers, of the *Ying Ching* and *Pakolan*, from Sabine-Rickmers, Ying Ching and Pakolan.

NOTANDA CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1898.

Barometer..... 29.704

Thermometer..... 80.7

Humidity..... 83.0

Rainfall..... 10.400

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer..... 29.69 29.79

Temperature..... 85 85

Humidity..... 73 70

Rainfall..... 0.38

TODAY.

Wednesday, 21st June, 1899.

China—14th of 5th moon, 20th year of Kuan-ting.

Sin-Rite..... 14th of 5th moon, 20th year of Kuan-ting.

High water—Morning..... 14th of 5th moon, 20th year of Kuan-ting.

Low water—Morning..... 14th of 5th moon, 20th year of Kuan-ting.

ANNIVERSARIES.

1860—Melazzo captured by Garibaldi.

1870—Massacre at Tientsin.

1895—Opening of the Elbe and Baltic Canal.

1898—Abdo Italiano, syndicate, obtain the concession of mining and necessary salt wells in the three northern provinces of China.

1898—The *Empress of Japan* and *Empress of China*.

1898—The *Empress of Japan</*

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	To-morrow, 22nd June, at 4 P.M.
A. E. MOSE	YOKOHAMA (DIRECT)	Friday, 23rd June, at 4 P.M.
TOSA MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	Thursday, 29th June, at 4 P.M.
P. GOING	SEATTLE, (WASH. U.S.A.) VIA KOBE, YOKOHAMA, VICTORIA, B.C.	Thursday, 29th June, at 4 P.M.
HAKATA MARU	THURSDAY ISLAND, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 30th June, at 4 P.M.
F. E. SONNIE	VIADIVOSTOK, VIA SWATOW, AMoy, SHANGHAI, CHEFOO, CHEMULPO and NAGASAKI	Thursday, 6th July, at Noon.
RIJOJUN MARU	KOBE and YOKOHAMA	Thursday, 6th July, at 4 P.M.
J. W. Ekstrand	YAMAGUCHI MARU	YAMAGUCHI MARU
FUTAMARU	R. Nishimura	R. Nishimura
G. Hillebrand	YOKOHAMA	YOKOHAMA
HAKUAI MARU	YOKOHAMA	YOKOHAMA
M. Nishimura	YOKOHAMA	YOKOHAMA
YAMAGUCHI MARU	YOKOHAMA	YOKOHAMA
R. Nishimura	YOKOHAMA	YOKOHAMA

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 19th June, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Floro and Rabbatino United Companies.)

STEAM FOKA
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA,
(DIRECT WITHOUT TRANSHIPMENT).
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, AND

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.
*RAFFAELE RUBATTINO Saporiti 8th July.
*DOMENICO BALDUINO Canepe 9th August.
*SINGAPORE Pizzarello 2nd and September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.
For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.

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SETTING UP OF DISTILLERIES

Rice — Corn — Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories

STEAM KITCHENS

ECROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system; and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agent for Hongkong and the Empire of China:—WATKINS & CO., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG AND THE

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WATKINS & CO.

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[38]

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON & CO.

Hongkong, 1st September, 1899.

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THE LEADING CATERERS

COMPARE OUR

MENU, BILLIARD TABLES and

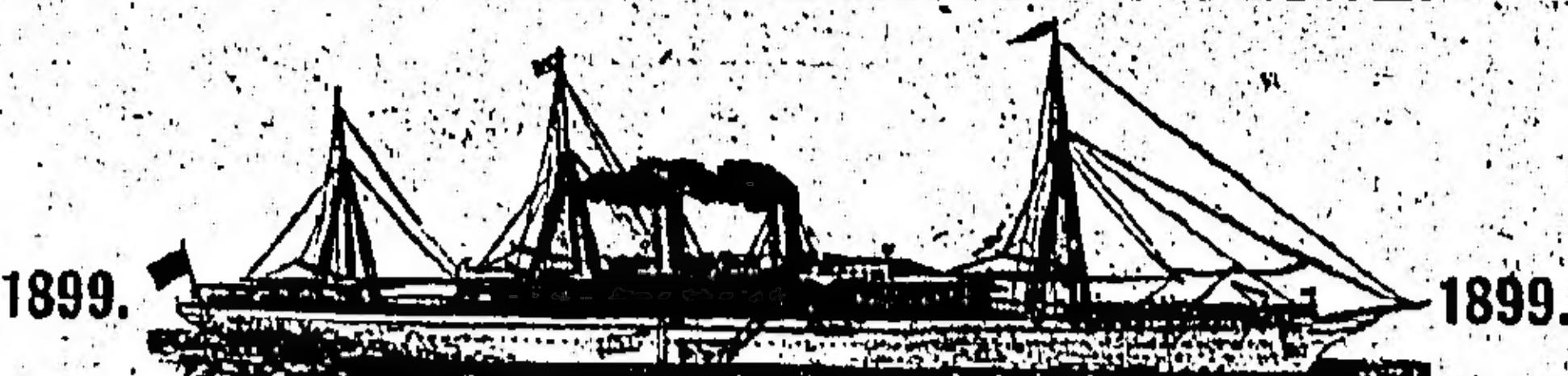
LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1899.

139

Mails.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

1899. 1899.

SAFETY SPEED PUNCTUALITY,
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 19th July, 1899.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 9th Aug., 1899.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from the PACIFIC to the ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIAE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Kailuway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street, [3]

Hongkong, 7th June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Naga-

saki, Kobe, Inland Sea, Yokohama and Hon-

olulu).

Thursday, 3rd Aug., at Noon.

NIPPON MARU (via Shanghai, Naga-

saki, Kobe, Inland Sea, Yokohama and Hon-

olulu).

Tuesday, 29th Aug., at Noon.

AMERICA MARU (via Shanghai, Naga-

saki, Kobe, Inland Sea, Yokohama and Hon-

olulu).

Tuesday, 29th Aug., at Noon.

THE Steamship

"NUBIA"

Captain G. C. Henning, R.N.R., carrying Her

Majesty's Mails, will be despatched from this

for MARSEILLES and LONDON (DIRECT),

on SATURDAY, the 24th instant, at Noon,

taking Passengers and Cargo for the above

Ports.

NO TRANSHIPMENT.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 13th June, 1899.

THE Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO,

via SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU;

TOMORROW, the 22nd June, at Noon,

taking Passengers and Freight for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of

the United States or Canada. Rates may be ob-

tained upon application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

DENVER and RIO GRANDE, and NORTHERN PACIFIC

RAILWAY; also the CANADIAN PACIFIC

RAILWAY on payment of 1/4 in addition to

the regular tariff rate.

Passengers holding Orders FOR OVER-

LAND CITIES in the United States have

between SAN FRANCISCO and CHICAGO,

the option of the SOUTHERN PACIFIC,

CENTRAL PACIFIC, UNION PACIFIC,

DENVER and RIO GRANDE, and other

direct connecting Railways and from Chicago

to destination the choice of direct lines.

Particulars of the various routes can be had

on application.

Passenger Invoices to accompany Cargo de-

signed to Points beyond San Francisco in

the United States, should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

Hongkong, 27th May, 1899.

NORTHERN PACIFIC

STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

LATE HOME NEWS

To Prolong Life.

STRANGE DISCOVERY OF AN AMERICAN PHYSICIAN.
WASHINGTON.

Mr. B. F. Roberts, a reputable physician in a small town in Missouri, announces that he has made a discovery which will prolong life. He has gone to Chicago to carry on his experiments with greater freedom. Mr. Roberts' elixir of life is composed of life cells from the lymphatic glands of goats which are transplanted to the human body by hypodermic injection.

Mr. Roberts claims that the accumulation of phosphates and lime salts in the system and the lack of oxidation in the blood are the causes of old age. The goat injection overcomes these conditions, and restores the system to a normal state. Mr. Roberts does not assert that his treatment will keep people perpetually youthful, but he says it will greatly prolong life.

The Chicago doctors, who have seen some of the experiments, say the use of the injection on men and animals has had wonderful results.

Belgian Village Tragedy.

PRISONERS CONDEMNED TO DEATH.

BRUSSELS.

A murder case tried at the Antwerp Assizes presents some unusually sordid features. The actors in the tragedy were a blind present farmer who lived in the village of Heyst, his wife, and a farm labourer, the latter a mere lad of twenty-two. The wife became enamored of the youth, who at her instigation decoyed his blind master to a neighboring wood in January last and strangled him there. The guilty pair attempted to drag the body to the midway line during the night, but were interrupted, and discovery followed. Both prisoners have been condemned to death.

Anarchism and Insanity.

BERLIN.

The relation between anarchism and insanity was discussed at length at a recent sitting of the Freie Wissenschaftliche Vereinigung in Berlin by Professor Mendel. Many Anarchists, said the learned professor, are men of healthy, even talented, mind, but weak-minded creatures, incapable of discovering the cause of their insidious life, and therefore imbued with the feeling of revenge against all mankind. Alcohol and the Anarchist Press, the professor considers, play an important part in the history of deeds of terror.

He proposes that instead of treating Anarchists as criminals they should be consigned to a mad house. The Anarchist who dies on the scaffold spurs them on to the imitation of his crime and the revenge of his execution.

Textile Strike in Austria.

VIENNA.

The strike of 12,000 hands in the textile trade at Brünn has now continued a fortnight. The employers confidently expected that the strike would break down to day, but the men have not moved. This fight being the test of strength, the men are determined to hold out for many weeks to come, support being expected not only from all parts of Austria but also from abroad.

Sensational Murder Trial.

A RUSSIAN LADY POISONS HER LOVER AND TWO WOMEN.

ST. PETERSBURG, May 16th.

A trial of a woman which excited great local interest, owing to the high position of the accused and the number of crimes laid to her charge, has just been concluded before St. Petersburg District Court. The proceedings lasted three days, and the court-house was crowded.

The prisoner, Maria Mervishova, of noble rank, was charged with having poisoned her lover and two women from motives of jealousy, and further with the kidnapping of a child and the forging of documents and bills of exchange.

The accused was found guilty on all the counts mentioned, and sentenced to fifteen years' penal servitude in Siberia and to deprivation of her title of nobility.—Reuters.

The Gordon Memorial College.

The Lord Mayor on the 18th of May received the following letter from General Lord Kitchener of Khartoum:

Headquarters, Egyptian Army, War Office, Cairo, May 11, 1890.

My Lord,—I have just received the intimation that your Lordship has paid into the Gordon Memorial College account the sum of £22,738 5s. 10d., being the result of the subscription-list at the Mansion-house your Lordship so kindly opened last November.

In very sincerely thanking your Lordship and your staff for the trouble and work that has resulted in so important an addition to the college funds, I would also like, if possible, to convey to the subscribers my gratitude for their generosity, which has enabled me to obtain the means to carry out one of the dearest projects of my heart.

I am convinced that the educational advantages thus afforded to the people of the Sudan will make them look on all Englishmen in the future as their benefactors and well-wishers.

From my numerous conversations with the natives on the subject, I can only say their feelings at present are those of absolute amazement at the noble generosity of the British public.

I have the honour to be, my Lord, your Lordship's obedient servant,

KITCHENER OF KHARTOUM.

The Right Hon. the Lord Mayor of London.

The Railway Question in China.

The Marquis of Salisbury presided on Wednesday, May 17th, at the 41st annual dinner of the Railway Benevolent Institution, which was held at the Hotel Metropole. A company numbering nearly 300 gentlemen and gentlemen were present, including many distinguished representatives of the railway world. Concerning the railway question in China, the Marquis said:—The railway question is not always so agreeable. It is on the brains of all—so I think, they always think some foreign power is going to bring a railway down on the precise spot where they are. I think they seem to imagine it's possible to roll up things you carry in your pocket, and which, as you walk, you can lay down. (Laughter.) I have traced in the mind of Consuls and men more lofty than Consuls a terror, lest some unknown power—I will not venture to designate which (laughter)—is going to unroll a railway which will destroy the British Empire by its appearance. And then there is China. The politics of China are the politics of railways. It is entirely a question of what concessions we shall be able to get out of the Chinese Government; but whether we have any money to make the railway after we have got the concessions is a point we have never carefully examined. (Laughter.) But it is a matter of the most vigorous and persistent rivalry that we shall, at all events, obtain the right, on paper, to cover the Chinese Empire with railways. I earnestly hope we shall be successful, and that those who undertake it will succeed. They will have a hard task, and I consider, making all due allowances, it will be a difficult task.

Commenting upon some criticisms in connection with the wine and spirit licences, the chairman added:—The Chinese argument that the company's operations in this respect really made for competition, I think, is necessary, although as a medicine, and further, the company, for many years past, been selling, but in view of their Government contracts, they have had to suspend their sales. The import was carried with enthusiasm and, on the

suggestion of the secretary, three cheers were given for the "Shamrock."

Affairs in China.

In reply to Mr. J. Walker (York, W. B. Barnsley), in the House of Parliament on May 16th,

Mr. Brodrick said:—The railway from Peking to Han-kan will enter the area referred to as the basin of the Yang-tze in the Anglo-Russian Agreement, at the point in the province of Ho-nan where it crosses the watershed of the Yang-tze.

In answer to another question by Mr. J. Walton,

Mr. Brodrick said:—As already stated by me in this House, the Yang-tze basin has been defined as the provinces bordering on the river and Ho-nan and Che-kiang. No delimitation appears necessary.

Mr. Moon (St. Pancras, N.), on behalf of Mr. Verburgh (Chester) asked the Under-Secretary of State for Foreign Affairs whether goods imported from China by rail from Port Arthur had been reserved for the exclusive use of Russian and Chinese ships would come under Clause 3, section (H), subsections (r) and (t) of the agreement between Russia and China for the construction of the Manchurian Railway, which provided that goods imported from Russia into China by rail should pay an import Chinese duty to the extent of one-third less as compared with the duty imposed at Chinese sea-port Custom-houses, and, if destined for conveyance inland, should in such case be subject to payment of transit duty to the extent of one-half of the import duty levied on them, which payment should free them from any additional imports; and whether, seeing that the charge for transit duty, in addition to the 5 per cent. Customs duty on British goods imported into the interior of China through the treaty ports was 23 per cent. *ad valorem*, the result of the concession made to Russia, would be to give Russian goods imported into China by rail from Port Arthur or the Russian portion of Ta-lien-wan an advantage of 23 per cent. *ad valorem* over British goods imported into the interior of China through the treaty ports.

Mr. Brodrick.—Her Majesty's Government are not aware that the Russian Government have claimed for goods which may be imported into China by rail from Port Arthur and from that portion of Ta-lien-wan which is to be reserved for the exclusive use of Russian and Chinese ships the advantage conferred by the subsections mentioned. Inquiry will be made at Peking as to the truth of the report. If those advantages were given to the goods in question the result would be as stated by the hon. member.

Further questioned by Mr. Moon, on behalf of Mr. Verburgh.

Mr. Brodrick said:—Her Majesty's Government have not yet heard of the establishment of a competent police administration or of the establishment of a Customs service at Ta-lien-wan, but they await a further communication from the Russian Government.

Mr. Gretton (Derbyshire, S.) subsequently asked the Under-Secretary for Foreign Affairs a question of which he had given him private notice—namely, whether he could give any further information with regard to the demand made by Russia for a concession to construct a railway to Peking as to the truth of the report. If those advantages were given to the goods in question the result would be as stated by the hon. member.

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Mr. Brodrick.—We have been making inquiry, but we have not yet been able to ascertain what course it is proposed that the line should follow.

Liptons and Liquor.

"THREE CHEERS FOR THE SHAMROCK."

Sir Thomas J. Lipton addressed a crowded meeting of the shareholders of his company at the Cannon-street Hotel on May 18th. Much enthusiasm prevailed throughout the meeting, the only adverse note being a protest mildly put as to the sale of intoxicating liquors by the company. In moving the adoption of the report Sir Thomas said that the last time he met his supporters, he did not think he made any promises, but he fancied that he stated his belief in the future of the business having been accomplished in the past. He considered that better was amply justified, and he thought they might fairly congratulate themselves upon the results of the first year's work.

The net-profit earned by the company up till March 11 last amounted to £217,720. This advantage was doubled, at Harrods' Wharf, and, although Haines spurned pluckily at this point, it did not assist him to any great extent. Sullivan reaching Hammer-smith bridge in 5min. 1sec., nearly six lengths to the good. Rounding the bend into Corney Reach where they met a "dead nose," and some fearfully rough water, Sullivan wisely hugged the shore, and his boat going through the waves in the better style, he had a lead of 25sec. at Chiswick Church (time, 5min. 32sec.). The conditions were even worse than previously for the next half-mile, but Sullivan picked his way carefully till he reached smoother water opposite the Bull's Head at Barnes. There was now no doubt about the result, and the water was breaking over Haines' riggers and into his boat, making his work doubly hard. Sullivan reached the winning post in 6min. 32sec., 36 seconds in front of his rival, which means upwards of a dozen lengths.

Death of Mr. Herbert Lloyd of the "Daily Chronicle."

We have to announce, with the deepest regret, the death of Mr. Herbert Lloyd, a member of the firm of Edward Lloyd, Limited, and one of the proprietors of *The Daily Chronicle*, which occurred at Falmouth on the evening of May 12th at eight o'clock.

Mr. Herbert Lloyd was educated privately at Brighton, and, at the age of twenty-four, being threatened with consumption, he was ordered for his health to South Africa, where he spent nearly five years at Durban. During this period, at first to fill up the time, which the directors looked forward to with confidence. The sum written off for depreciation the directors considered a full and ample allowance under that head. The sum of £44,261 earned prior to the incorporation of the company had been carried to capital reserve account as it was not available for division as profits. It had been said that the company ought to have recommended a larger dividend. Well, it would have been a very simple matter to do that without dividing the profits up to the limit, but the directors considered that in a business of such magnitude their chief aim should be to place it on a safe and sound basis, and with that view commence building up a substantial reserve fund. Of course the company had reaped some advantages arising out of the terms of agreement of sale to the company, and from the adjustment of accounts in connection with the old business. These had helped to improve the past year's result, and had caused the directors less hesitation in recommending to set aside a considerable amount of reserve. In their business they must keep progressing, and continual development, entailing additional outlay, were necessary; hence their determination to build up a strong reserve fund.

The service was held in Addington Church, famous for its association with two English Primitives, and was conducted in turn by the Rev. P. R. Lloyd, brother of Mr. Herbert Lloyd, the Rev. R. A. Buller, and the Rev. F. Goring, brothers-in-law, and the Rev. R. M. Goring, curate of Addington. The church was filled with representatives of the firm with Mr. Herbert Lloyd's personal friends, and with a gathering of gentlemen associated with every department of the work carried on by Messrs. Edward Lloyd. Many of these had known Mr. Lloyd from his boyhood, and had come spontaneously to offer their last tribute of farewell regard.

The principal mourners were Master Peter Lloyd (Mr. Herbert Lloyd's son), Mr. A. H. Evans (Mr. Herbert's brother), Mr. Frank Lloyd, Mrs. Bullen, Mr. F. G. Lloyd, Mr. Frank Lloyd, Miss Dorothy Evans, Miss Evans, Mr. and Mrs. Harley, Mr. and Mrs. Arthur Lloyd, Mr. and Mrs. Walter Lloyd, Nurse Parker, who nursed Mr. Lloyd devotedly through his long illness, Mr. Harry Lloyd, Mr. Macrae, Mr. C. E. Lloyd, Mr. W. R. Mills,

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Intimations.

LET 'EM ALL COME

TO

YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS on
IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899.

The Share Market.

LATEST QUOTATIONS
(June 21st.)

Banks.

Hongkong and Shanghai Banking Corporation
—300 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
£1 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
£5.5 buyers.
National Bank of China, Ltd.—£20.
Do. Do. —£20.
Marine Insurances.

Union Insurance Society of Canton, Ltd.—£230
buyers.
China Traders' Insurance Co., Limited—£60.
North China Insurance Co., Ltd.—Tls. 190.
Yangtze Insurance Assoc., Ltd.—\$100.
Canton Insurance Office, Ltd.—\$140 sellers.
Straits Insurance Co., Ltd.—\$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$12.
China Fire Ins. Co., Ltd.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$29.
Indo-China Steam Navigation Company, Ltd.—\$69.

China and Manilla S.S. Co., Ltd.—\$85.
Douglas Steamship Co., Ltd.—\$58.

China Mutual S. N. Co., Ltd.—(Preference)
£9.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)
£5.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)
buyers.

Star Ferry Co., Ltd.—\$14.

Refineries.

China Sugar Refining Co., Ltd.—\$175.
Luzon Sugar Refining Co., Ltd.—\$38.

Mining.

Punjom Mining Co., Ltd.—\$15.
Do. Preference Shares—\$2.50.

Société Française des Charbonnages du Ton-
kin—\$25.

Queen Mines, Limited—\$0.50.

Jeletz Mining and Trading Co., Ltd.—\$103.

Olivers Freehold Mines, Ltd.—\$10.

Olivers Freehold Mines, Ltd.—\$10.

Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$3.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$400
per cent. prem.

Hongkong and Kowloon Wharf and Godown
Company, Limited—\$58.

Wanchai Warehouse and Storage Co., Ltd.—\$41.

New Andy Dock Co., Ltd.—\$154.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—
\$5.75.

Hongkong Land Investment and Agency Co.,
Ltd.—\$10 buyers.

Kowloon Land and Building Co., Ltd.—\$24.

West Point Building Co., Ltd.—\$29.

Hongkong Hotel Co., Ltd.—\$93.

Humphrey's Estate and Finance Co., Ltd.—
\$10.25 buyers.

Miscellaneous.

Green Island Cement Co., Ltd.—\$28.

China Horne Co., Limited—5 buyers.

A. S. Watson & Co., Limited—\$1.

Hongkong Electric Co., Limited—\$1.

Hongkong and China Gas Co., Ltd.—\$170.

Hongkong Ropeway Manufacturing Co., Ltd.—\$170.

Geo. Fenwick & Co., Ltd.—\$43.

Hongkong High Level Tramway Co., Ltd.—
\$142.

Dairy Farm Co., Limited—\$5.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$1.

Bell's Asbestos Eastern Agency, Limited—\$1.

nominally.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$3.

Evo Cotton Spinning & W. Co., Ltd.—Tls. 70.

International Cotton Mfg. Co., Ltd.—Tls. 70.

Lu-kung-now Cotton Spinning & Weaving
Co., Ltd.—Tls. 70.

Say Chei Cotton Spinning Co., Ltd.—Tls. 350.

Yahlong Cotton Spinning Co., Ltd.—Tls. 35.

Tebrau Planting Co., Ltd.—\$3 per share.

Tebrau Planting Co., Ltd.—\$3.

Bell's Asbestos Eastern Agency, Ltd.—\$1.

nominally.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Hongkong Cotton Spinning Co., Ltd.—\$2.

Credit, 30 days' sight—\$7.

ON SHANGHAI Telegraphic Transfer...72

Private, 30 days' sight—\$7.

Sovereigns, Bank's Buying Rate—\$10.1.

Gold Leaf 100, per tael—\$7.

Bar Silver—\$7.

30 per cent. prem.

EXCHANGE

Hongkong, 21st June.

ON LONDON Telegraphic Transfer...1/112

Bank Bills, on demand—\$1.

Credits, 4 months' sight—\$1.

ON BERLIN, (demand) ...M.2012

Bank Bills, on demand—\$4.87

Credits, 4 months' sight—\$2.

ON NEW YORK, Bank Bills, on demand—\$8.

Credits, 30 days' sight—\$7.

ON BOMBAK, Telegraphic Transfer...142

On demand—\$142

ON SHANGHAI Telegraphic Transfer...72

Private, 30 days' sight—\$7.

Sovereigns, Bank's Buying Rate—\$10.1.

Gold Leaf 100, per tael—\$7.

Bar Silver—\$7.

30 per cent. prem.

VISITORS AT THE HONGKONG HOTEL

Mr. J. H. Aitken

Mrs. John Angus

Mr. W. S. Bailey

Mr. B. L. Barlow

Mr. C. L. Borrett

Mr. and Mrs. A. H. E. Bottenheim

Mr. H. Boulin

Mr. T. F. Bungdorff

Capt. Byrne

Mr. C. M. G. Burnie

Dr. and Mrs. F. W. Clark

Mr. C. Crane

Mr. W. Dennis

Mr. C. B. Dodd

Miss Drum

Mr. A. H. Ellis

Mr. J. Ewing

Mr. N. M. Flook

Mr. J. Garcia

and family

Mr. S. J. Robins

Mr. Ross

Mr. C. J. S. Sherington

Mr. H. Simmins

Mr. J. H. Grimes

Mr. R. J. Hall

Mrs. Hillman

Mr. T. E. D. Wit

Mr. E. C. Hochapel

Mr. D. Hoffmann

Mr. M. Hold

Mr. T. Howard

Mr. W. K. Hughes

Mr. J. Jackson

Mr. H. Fleming John

Mr. C. W. Johnson

Mr. and Mrs. Bagwell

Mr. and Mrs. Joseph

VISITORS AT THE WINDSOR HOTEL

Mr. F. M. Bell

Mr. S. C. Belmont

Mr. and Mrs. Bertrand

Mr. W. R. Bowring

Mr. Davitt Bright

Mr. Ch. M. Burton

Mr. E. R. Cheadle

Mr. E. Dahl

Mr. Z. Diaz

Mr. Fred. J. Eitel

Mr. Horace Gilbert

Mr. James Summitt

Mr. Alf. Torkington

Mr. C. H. Snow

Mr. H. Turner

Mr. R. Thomson

Mr. H. T. Treadwell

Mr. H. T. Treadwell